

Message Text

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PAGE 01 CASABL 02040 01 OF 02 311219Z
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FM AMCONSUL CASABLANCA
TO SECSTATE WASHDC 5661
INFO AMEMBASSY ALGIERS
AMEMBASSY RABAT
AMEMBASSY TUNIS
AMEMBASSY ATHENS
USDOC WASHDC

UNCLAS SECTION 1 OF 2 CASABLANCA 2040

ATHENS FOR RTDO

E.O. 11652: N/A
TAGS: BEXP, MO
SUBJ: OCTOBER 1978 CONTAINER TERMINAL DEVELOPMENT TRADE MISSION

REF: A) STATE 143167 B) CASABLANCA 0927

1. FOLLOWING INFORMATION REQUESTED PARA 4 REF A, HAS JUST BEEN RECEIVED FROM ALBERT SIBONY, DIRECTOR OF REGIE D'ACONAGE DU PORT DE CASABLANCA (RAPC), PORT SECTION RESPONSIBLE FOR MATERIALS HANDLING ACTIVITY. SIBONY IS VERY INTERESTED IN SUBJECT MISSION AND IS LOOKING FORWARD ITS VISIT TO MOROCCO. NOTE THAT CASABLANCA IS THE ONLY CONTAINER PORT IN MOROCCO AND IS THE BUSINESS CENTER OF THE COUNTRY. THE PORT OF CASABLANCA HANDLES ABOUT 75 PERCENT OF ALL INCOMING AND OUTGOING CARGO. ALL PORTS IN MOROCCO ARE UNDER MINISTRY OF PUBLIC WORKS.

A) RAPC IS AT PRESENT USING THE FOLLOWING EQUIPMENT, SOME OF IT FROM THE US, FOR ITS CARGO HANDLING (BREAKBULK) OPERATIONS AT CASABLANCA PORT:

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PAGE 02 CASABL 02040 01 OF 02 311219Z

1) GROUND EQUIPMENT:
-110 ELECTRIC PIER CRANES 6 TONS CAPACITY: SPAIN (GRASSET);
UK (PITT); W. GERMANY (MAN, DEMAG AND ANS)
-113 FORK LIFT TRUCKS 4/6 TONS CAPACITY: US (CLARK);
JAPAN (KOMATSU); FRANCE (FENWICK); UK (S.D.)
-10 SELF-PROPELLED CRANES 6/12 TONS CAPACITY: US (P &H);
FRANCE (GRIFFET)

-147 WHEELED TRACTORS 17/23 TONS CAPACITY: US (YALE, CLARK);
JAPAN (KOMATSU, TCM)
-1425 FLAT-BED TRAILERS (MADE IN MOROCCO).

2) FLOATING EQUIPMENT:

-3 LAUNCHES (VEDETTE): BUILT IN MOROCCAN SHIPYARDS
EQUIPPED WITH FRENCH BAUDOUIN ENGINES)
-2 TUGBOATS: FRANCE
-8 BARGES: MOROCCO
-2 TANKS (SELF-PROPELLED): FRANCE

B) THE CASABLANCA CONTAINER TERMINAL AREA COVERS 9 HECTARES
AND INCLUDES 450 METERS OF DOCK FRONTAGE. OVER HALF OF THE
CONTAINER TERMINAL AREA IS TAKEN UP BY ROADS, CRANES, AND
RAILROAD. LEAVING A TOTAL OF FOUR HECTARES FOR ACTUAL
STORAGE OF CONTAINERS, OF WHICH 5,000 SQUARE METERS
IS COVERED. THE RAPC PLANS TO INCREASE THE AREA FOR CONTAINER
STORAGE TO 6 HECTARES (DEPENDING ON GOM FINANCES; THE INCREASE
WAS TO TAKE PLACE DURING THE 1978-82 FIVE YEAR PLAN, RECENTLY
REPLACED BY A THREE YEAR TRANSITIONAL PLAN).

C) FOLLOWING EQUIPMENT, INCLUDING SHORESIDE CRANES, IS USED
IN CONTAINER AREA (IN ADDITIONAL TO CRANES LISTED IN PARA A
ABOVE):

-2 RAIL-MOUNTED CRANES (WEST GERMAN)
-2 WHEEL-MOUNTED CRANES (1 USA (P & H), 1 WEST GERMAN)
UNCLASSIFIED

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PAGE 03 CASABL 02040 01 OF 02 311219Z

-5 STRADDLE CARRIERS (2 ITALIAN, 3 JAPANESE)
-1 SIDE LOADER (UK)
- MANY FORK LIFT TRUCKS, WITH UP TO 10 TONS CAPACITY (US (CLARK),
FRENCH, JAPANESE).

D) DRAFT AT CASABLANCA PORT VARIES FROM 4 TO 12 METERS (AT LOW
TIDE), AND IS 9 METERS AT CONTAINER DOCKS. DIFFERENCE BETWEEN HIGH
AND LOW TIDES AT CASABLANCA PORT IS 3,8 METERS.

E) THE TWO SHIPYARDS IN CASABLANCA PORT, BOTH OF WHICH
ARE OWNED AND OPERATED BY PRIVATE FIRMS, USE CONVENTIONAL
RATHER THAN "SOPHISTICATED" EQUIPMENT INCLUDING HYDRAULIC
PRESSES, SHEARS, BENDING MACHINES, WELDING EQUIPMENT, LATHES
AND OTHER MACHINES TOOLS, OVERHEAD CRANES, AND
COMPRESSORS. ACTIVITIES OF THE SHIPYARDS INCLUDE NAVAL
CONSTRUCTION AND REPAIR, ENGINE REPAIR AND REBUILDING;
BOILER WORKS AND METALLIC FRAMEWORK. THERE IS ALSO A DRYDOCK
FOR SHIP REPAIR.

F) CASABLANCA ITSELF IS THE MAJOR CONSUMING CITY OF MOROCCO;
OTHERS (WITH DISTANCES IN KM FROM CASABLANCA) ARE RABAT
(90), MARRAKECH (240), MEKNES '250), FES (300), KENITRA (130).

TANGIER (370 KM FROM CASABLANCA) IS SERVED BY ITS OWN PORT,
WHICH HAS NO CONTAINER FACILITIES.

G) THERE ARE NO NAVIGABLE INLAND WATERWAYS CAPABLE OF
BARGE TRAFFIC IN MOROCCO

H) ADEQUATE RAILWAY AND ROAD CONNECTIONS LINK CASABLANCA
WITH ALL MAJOR CONSUMING CITIES (SEE PARA F ABOVE).

I) THE GOM PLANNED TO DOUBLE THE CAPACITY OF THE PORT OF CASABLANCA
IN THE 1978-82 FIVE YEAR PLAN. WITH THE REPLACEMENT OF THIS PLAN
BY A THREE-YEAR TRANSITIONAL PLAN THE EXECUTION OF
THE PORT PROJECT IS LIKELY TO BE DELAYED.

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PAGE 04 CASABL 02040 01 OF 02 311219Z

J) THE LEVEL OF TRAINING OF THE WORKERS AT CASABLANCA PORT
IS GENERALLY CONSIDERED ADEQUATE. THE RAPC GIVES ON-THE-JOB
TRAINING TO ALL PORT WORKERS FOR THE TYPE OF AUTOMOTIVE
EQUIPMENT THEY WORK WITH.

K) BECAUSE OF THE BENEFITS THEY GET THROUGH THEIR CONTRACTS,
WHICH ARE NEGOTIATED EVERY YEAR (COVERING SUCH SUBJECTS AS
SALARY INCREASE, RENT ALLOWANCE, TRANSPORTATION, PENSIONS,
HEALTH SCHEMES), THE 200 OR SO PERMANENT DOCK WORKERS AT
CASABLANCA PORT WHO ARE PAID ON A MONTHLY BASIS DO NOT SEEM
TO OBJECT TO SUCH MECHANIZATION AS HAS TAKEN PLACE. SOME
OF THE APPROXIMATELY 2500 WORKERS HIRED ON A DAILY BASIS (AS
NEEDED) INSTITUTED SLOW-DOWNS AT THE PORT AT THE TIME PALLETS
WERE INTRODUCED SEVERAL YEARS AGO, AND WHEN CONTAINERS WERE
ADOPTED, BUT THESE DID NOT LAST LONG. SEBASTIAN

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PAGE 01 CASABL 02040 02 OF 02 311224Z
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UNCLAS SECTION 2 OF 2 CASABLANCA 2040
ATHENS FOR RTDO

L) THERE IS NO TRAINING INSTITUTE AT THE PORT. WORKERS
RECEIVE ON-THE-JOB TRAINING FOR SPECIAL EQUIPMENT (AS
INDICATED IN PARA J ABOVE) IN GROUPS OF 15-20 AND ARE
RETESTED EVERY FIVE YEARS. THE SCOPE OF TRAINING IS LIMITED
BY THE FACT THAT MOST WORKERS ARE ILLITERATE.

M) GENERAL CARGO HANDLED BY CASABLANCA PORT IN LAST FIVE
YEARS (IN TONS) IS FOLLOWS:

Q) IMPORTS (ALL PRODUCTS)

1973: 3,398,926 TONS
1974: 3,484,464 TONS
1975: 4,147,228 TONS
1976: 4,348,256 TONS
1977: 5,256,651 TONS

2) EXPORTS (ALL PRODUCTS)

1973: 13,910,194 TONS
1974: 14,919,548 TONS
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PAGE 02 CASABL 02040 02 OF 02 311224Z

1975: 10,447,244 TONS
1976: 12,389,705 TONS
1977: 14,157,595 TONS

OF ABOVE LISTED IMPORTS, FOLLOWING IS CONTAINERIZED CARGO:

1973: 126,817 TONS
1974: 212,950 TONS
1975: 185,334 TONS
1976: 257,782 TONS
1977: 334,014 TONS

OF ABOVE-LISTED EXPORTS, FOLLOWING IS CONTAINERIZED CARGO:

1973: 63,408 TONS
1974: 106,475 TONS
1975: 92,666 TONS
1976: 128,891 TONS

1977: 167,007 TONS

EXPORTS OF PHOSPHATES: (INCLUDED IN OVERALL FIGURES)

1973: 12,675,000 TONS

1974: 13,849,000 TONS

1975: 9,473,000 TONS

1976: 11,253,000 TONS

1977: 13,062,000 TONS

IN VIEW OF RECENT DECISION BY GOM TO REDUCE IMPORTS BY TWENTY PERCENT THERE MAY BE DECREASE IN TONNAGE THIS YEAR. NEVERTHELESS BY 1982 RAPC ANTICIPATES THAT CONTAINER FIGURES WILL REACH 800.000 TONS (533,000 IMPORTS, 267,000 EXPORTS), REPRESENTING A TOTAL OF 80.000 20 FOOT CONTAINERS. THIS IS MAXIMUM
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PAGE 03 CASABL 02040 02 OF 02 311224Z

CAPACITY OF PRESENT CONTAINER TERMINAL AREA AT PORT.

N) AS MENTIONED IN PARA I ABOVE, CAPACITY OF CASABLANCA PORT WILL BE DOUBLED IN COMING YEARS INCLUDING EXPANSION OF CONTAINER AREA.

O) WE ARE TRYING TO OBTAIN MAPE DETAILING PRESENT AND FUTURE PORT FACILITIES.

2. GOM HAS AMBITIOUS PLANS TO EXPAND AND CREATE SEVERAL OTHER PORTS IN MOROCCO. AS NOTED IN 77 CASABLANCA 0693, THE DOUBLING OF CAPACITY OF CASABLANCA PORT AND CONSTRUCTION AND EXTENSION OF PORTS AT NADOR, MOHAMMEDIA, JORF LASFAR, AGADIR, TAN-TAN, AND TARFAYA, JUSTIFY VISIT TO MOROCCO OF A MATERIALS HANDLING MISSION NOT LIMITED TO CONSTAINERIZATION. WE HOPE THAT SUCH A MISSION CAN BE PLANNED FOR EARLY VISIT TO MOROCCO.

IN ADDITION, CONSTRUCTION IS UNDER WAY ON PHOPHATE PORT OF JORF LASFAR 120 KM SOUTHWEST OF CASABLANCA. WE BELIEVE IT WOULD BE WORTH HAVING ONE MEMBER OF MISSION VISIT JORF LASFAR SITE TO SEE AT FIRST HAND THE POTENTIAL OF THIS PORT.
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